

Losing Your Grip, Tire-Wise?

If you hear your tires talking, perhaps a few days fishing will help — or a week in the mountains.

On the other hand, if you see them talking, you're tire-wise, and you'll heed their message.

Talking tires. They'll tell you when your pocketbook is being hit. And in most cases they can tell you exactly who the culprit is, too. Like improper alignment, worn shocks, overinflation, underinflation, and many other conditions that rob you of the tire mileage that you pay for. Besides accelerated wear, there's also the safety factor — something that's even more important than the money you may waste.

What are the tires on your car telling you? Study the pictures and try the little test below, then check the answers to find out how tire-wise you are.



When the tire is worn in patches, particularly on the shoulder, it means:

- (1) the brakes tend to grab
- (2) the tire is out of balance
- (3) the tire is overinflated



The tire is worn evenly, but the tread is feathered. It means:

- (1) the tire is overinflated
- (2) too much front end toe-in
- (3) you take corners too fast



Both shoulders are worn while the center still has some tread. It means:

- (1) new shocks are needed
- (2) slow down on corners
- (3) tie rod is loose



Tire is wearing more at each shoulder; tread is "stepped" from the center toward each side. It means:

- (1) tire is out of balance
- (2) tire is underinflated
- (3) tire is overinflated



Tire shows extremely uneven wear. It means:

- (1) faulty brake system (needs fluid, adjustment)
- (2) faulty wheel alignment (too much camber)
- (3) tires need rotation (including spare)



The center tread of the tire are wearing faster than the shoulders. It means:

- (1) worn out shocks
- (2) overinflation
- (3) wheels need balancing

Photos courtesy of Popular Science and Rubber Manufacturers Association

How do you rate with your tire talk?

The answers, in all cases, are No. 2

Car Docs Ask, Like M.D.'s, 'Open Up and Say A-ah'

In certain respects the automotive service man and the family doctor have much in common. One notable similarity is in the problem of interpreting the patient's complaints. Often, it is not easy for a person to describe his body's ailments, or the ailments of his car.

In neither case is the patient expected to do his own diagnosing, but in both cases it helps when the doctor or mechanic has some descriptive information with which to begin his symptomatic analysis.

Independent Garage Owners of America offer some advice for car owners regarding the portrayal and interpretation of their car troubles. Most mechanical problems follow set behavioral patterns, they say, and often it is easier for the owner to observe and recognize these characteristics

than it is for the mechanic.

Some problems, for example, occur only in wet weather; others disappear in dampness. An elusive engine misfire may come and go under certain specific conditions and a real tipoff to your mechanic may be the circumstances under which that misfire occurs. Is it always on a heavy pull? Or when the car is first started in the morning? Or when it gets hot?

The most critical class of car troubles are:

ROAD SURFACES . . . is the symptom more noticeable on asphalt or concrete? Washboard? High crowned road or flat?

SPEED . . . this has a bearing on most diagnoses.

LOAD . . . is the trouble more pronounced with full passenger load? On a long grade? Downhill?



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